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Anti-Annexationists of Two Countries

On June 19 there appeared in the Cologne Gazette, a journal that expresses peculiarly what Ill-feeling exists in Germany toward America, the blunt opinion that "the Americans are not even prepared to defend their own coasts against a naval power of any importance." The Cologne Gazette did not disclose its hope that America never would have the navy required. We supply the idea that was lacking in order that American anti-annexationists, or, as they call themselves, anti-imperialists, opposed to our possession of Hawaii as well as of the Philippines, may see how like they are

to German enemies of the United States. American anti-annexationists, like ant! American Germans, are against the policy of an American navy. They are found in opposition to the building of every new ship. One of their first and most trusted arguments is that taking the Sandwich Islands or the Philippines under the Stars and Stripes will necessitate a navy. They are against them all. Not all the foes to our national progress and welfare vote in Germany, or in Spain.

The American people as a whole, know ing the hand of opposition when raised among themselves as unmistakably as when it is raised in Germany, desire the annexation of Hawaii, the Philippines, and all that we may win from Spain, and a navy to fit the situation.

#### Why We Need the Philippines,

That the Philippines will be ours by right of conquest is certain, and we may also take for granted that neither Russia nor Great Britain, which are the two principal powers in the Far East, will permit any interference with our occupation of them. We are told, however, in certain quarters that we ought not to retain them, for the reason that such retention would run counter to our national traditions, largely founded on Washington's farewell address. Let us see what basis there is for this assertion.

With regard to the so-called traditions It should be enough to say that WASHING-TON, who in political affairs was prudence personified, was the last man in the world to presume to lay down the rules by which his country must be governed a century after his death. When he penned his fare well address, he was dealing with a situation then existing, and not with one of which he could have no premonition. At the time when he warned us against entanglement in foreign complications, our nation was in its infancy and surrounded by dangers, hedged in as it was on the north, west and south by the possessions of European powers. He could not foresee that the acquisition of Florida and of the whole vast stretch of territory between the Mississippi and the Pa cific would relieve us forever from men ace on the south and west, and that on the north the relatively slow growth of Canada would render that country a hostage rathe than a source of peril. Neither could he possibly foresee the present extent of our trade with the Middle Kingdom, a trade which places us high in the list of the Western peoples, the commercial interests of which vill be materially affected by China's fate. Much less could the wisest man a hundred years ago forecast the immerse development which may be expected in the next generation for our trade with the Celestial Empire, when to the natural resources of that country shall have been applied the stimulus of steam and electricity.

It is certain that Washington's contemporaries did not hesitate to risk collision with transatlantic powers by the employment of our navy for the protection of our commerce against encroachment. While he was yet alive, we were engaged for two years in a naval war with France, in the stance there would be adequate foundation course of which we made many captures. Our expeditions against the Barbary States were sanctioned by both the Federalist and Democratic-Republican parties. The war of 1812 against England was ardently supported by the great majority of our countrymen, and if in the course of that contest we had managed to take the Bermudas, the Bahamas, or the British West Indies, we should undoubtedly have tried to keep them. In so doing we should have followed the precedent set by the Continental Congress, which evinced well nigh as earnest a desire to gain possession of the Bermudas as of Canada. The Continental Congress rightly held the ownership of islands near, or in, the Caribbean, of great importance to the maintenance of our trade with the Antilles and with Central and South America. What the Bermudas were in the eyes of the Continental Congress, the Philippines ought to be in our eyes to-day, for the reason that, if we leave out Cuba and Porto Rico, our trade with the Antilles, and with the so-called Spanish Main, is of less value, from an actual and prospective point of view, than is our trade with the Far East.

But if even in the days of Washington, which coincided with the age of sailing ships, American statesmen recognized the usefulness of islands, considered as stations for repair and for reëquipment with food and ammunition, how much more should it be recognized to-day in the age of steam ! That, which in neighboring Atlantic waters was not unreasonably coveted a century and a quarter ago on grounds of convenience, has now, in view of the breadth of the Pacific, and of the limited coal capacity of steamships, become absolutely indispensable. Unless we acquire in the waters of the Far East some means of renewing the coal supplies of our ships of war, we cannot hope long to safeguard even our present trade with China, much less to enforce our just claim to share the commercial and industrial privileges which may from time to time be conceded to foreigners by the Pekin Government. It may be said that, inasmuch as the United States side with England in desiring to

trade therewith, we do not need coaling stations of our own, seeing that we could always avail ourselves of Great Britain's, The answer to this assertion is, first, that in the waters of China and Indo-China there are but three British naval stations, namely, at Singapore, Hong Kong, and Wei Hai Wei; secondly, that under the stress of war England might lose one or more of her naval stations, as she has lost them before; thirdly, that no one can assure us that amid the shifting of international relations we might not one day have to rely on some other ally than Great Britain; and, lastly, that it does not become a great maritime power, such as we have become or shall become, to depend for the coal supply of its warships upon the friendship of any other nation.

If we desire to protect our commercial interests in China, which even now are large, and which, under favorable circum stances, will become immense, we shall hold fast the Philippines, which the God of battles has given to our hands.

#### The Blockade of Havana,

The indications that food supplies have een sent to Havana from points outside of Cuba do not necessarily imply that our blockade has been broken, because there are ports beyond the specified line where ships might creep in and discharge their cargoes, thence to be carried to the capital by rail. Still, with the withdrawal from the blocksding fleet first of Admiral Sampson's ships for service at Santiago and Calmanera, and then of other vessels to serve in the expedition of SHAFTER's corps, it would not be strange if some vessels loaded with provisions should occasionally cross the blockaded area itself.

During the civil war, in spite of our umerous war vessels lining the Southern coasts, blockade runners slipped into Confederate ports the high rewards for anccess stimulating great risks. The Bahamas were a great centre for such expeditions, and Cuba is not only close by those Islands, but in the neighborhood of others, such as Jamaica, from which blockade runners could easily start. The case of the Purisima Concepcion and Benito Estangar, which changed their flags from Spanish to English, the former when loading at Kingston with such supplies as flour, rice, and corn, with which she started for Cuba. shows what we must expect elsewhere.

Of course, no protest was made by our Government against the departure of the Purisima Concepcion from Jamaica, even when it was suspected that her destination was a blockaded port. We admit the right to carry provisions to a belligerent, and are satisfied with our own right to capture vessels that attempt to run the blockade. On the other hand, occasional success in running the blockade will not render it legally ineffective. We still make it "difficult and dangerous" to run the gauntlet of our ships, and this is all that is required. It is not necessary for an effective blockade, within the meaning of international law, to seal up a coast or harbor so that it cannot possibly be entered under favoring circumstances. Outside of Spain the actuality of our blockade has not yet been called in question, and with the return of some ships from Santiago and the sending down of others, like the Newark. from the North, we shall henceforth make the blockade stronger. Meanwhile there is evidence going to show that food supplies for Havana have not run the blockade of its harbor, although they may have been landed at Batabano or elsewhere on the south coast of Cuba.

## The Fate of Manila

The most striking statement in the last despatch published from Admiral DEWEY was that, while the insurgents had practically surrounded Manila, "they do not intend to take the city at the present time." This was not put as opinion, but as fact : and it seems a fair inference that Admiral DEWEY had assurances on this point from AGUINALDO, the insurgent leader. It has been said also that they lack the field guns they ought to have for taking the city; but Admiral DEWEY's words suggest that even with such guns they would not attempt it.

The surmise follows that the insurgents may have refrained from assaulting the city because they had agreed that its surrender should be made to Admiral Dewey. It will be recalled that, many weeks ago. when Aguinaldo's cooperation may not have promised results so great, the Admiral notified our Government of his ability to take Manila at any time, the implication being that he did not take it simply because he had no troops to hold and govern it. In that circumfor an agreement with the insurgents that if the latter should drive the Spanlards within the walled town the final blow should be struck by cooperative efforts, and that our superiority in the ability to reduce it should be recognized by our receiving the surrender.

At that time the American Admiral may have supposed that troops would be hurried out to him sooner than they have been. But the very fact that the presumed understanding with AGUINALDO, reached when the insurgent leader was taken back to the Philippines under our auspices, holds good in spite of this delay, and even after the success of the insurgents had allowed them to pen the Spaniards in the town, is promising for our interests. It is true that if, after all, the insurgents, no longer to be restrained, should have captured Manila just before the arrival of our troops, there might be bitter comments upon the procrastination that made this possible; but Admiral DEWEY has maintained from the first a serene confidence in his ability to manage the affair, and if he has manifested any impatience or expressed any anxiety lest his einforcements should come too late, it does not appear in his published despatches. Perhaps Manila is now ours. Our first expedition may have arrived there, and Admiral Dewey's despatches indicate that land forces are all he has been waiting for in

order to secure the surrender of the city. This event, it is true, would not be the end of our anxieties. There would still come the question as to how far the announced purpose of the insurgents to establish a republic in the Philippines will interfere with our purposes. But at least the immediate danger, that of a landing of forces from the European warships to protect the foreign residents in case of the city's surrender to the insurgents, would be removed by its surrender to us. There would then be no ground on which such a landing could take place. With the problem of the ownership of the Montenegro emerged with its independ-Philippines reduced to the claims of the insurgents and ourselves, we shall doubtless reach a satisfactory result. It has contest are yet to be found amid the defiles been intimated that the Spaniards, if of the Moratscha. Once more the fight for

Middle Kingdom, and perfect freedom of their capital. But that port could be re duced still more easily, and possibly the Boston and Concord have already taken it.

### Our Unequalled Transit Facilities.

The report of the State Railroad Commissloners for 1897 shows that the total receipts for the fiscal year of the various railroads within the New York city boroughs of Manhattan and Bronx were \$25, 000,000, of which \$11,500,000 was collect ed by cable companies or their branches and extensions, \$3,500,000 by horse-car lines which have not adopted mechanical traction and are not operated subsidiary to the cable lines, and \$750,000 by roads utilizing the overhead trolley, the remainder being represented by the revenues of elevated or surface steam railroad companies. Since the consolidation of Brooklyn and other territory with New York, particularly since the steam and electric roads of Kings county were brought upon the Brooklyn Bridge, there has been an enormous increase in the conveniences of travel in New York. the gradual disuse of horses on many lines conspicuously the Second and Fourth avenues in Manhattan, being a notable factor in the improvement.

The receipts of all the railroads-steam electric and horse, surface and elevatedin New York city for 1898 will hardly fall short of \$50,000,000. The introduction of the system of transfer tickets on the surface lines, and of express trains on the elevated lines, and now the running of through trains to Coney Island on the Fifth Avenue line of the Brooklyn Elevated Railroad, in forty minutes from the New York City Hall and at the fare of ten cents, have vastly increased these means

of serving the convenience of the public. No city in this country, and no city in any other country, can now compete with New York in cheap, prompt, pleasurable, healthful, and extensive transit facilities. The improvements in the methods of hand ling passenger traffic within the city, including the vastly better cars, greater speed for the running, far more regularity of service, decreased cost, more trains, cars, and seats, have been well-nigh marvellous during the last ten years. Moreover, the enormous passenger traffic thus provided for is exempt from accidents to a degree that gives peculiar distinction to the

service. It is the fashion to complain. Let us sometimes stop to think of what we have reason to be grateful for in this fine old town of ours. Even now every passenger cannot get a seat at the crowded hours but it is not within the range of possibilities that such should be the case, with the circumstances being as they are and as they must continue to be in New York.

#### Sunflower Sages.

The Kansas Populists have renominated their State ticket, with the Hon. JOHN W. LEEDY blazing at its head, and the Demo crats and Silver Republicans have meekly accepted that ticket after shooting off sufficiently Buncombian resolutions of their own. As usual, the Populist platform outshines the sideshows, although the original brightness was somewhat pared.

The Kansas Populists laud their Sena tors and Representatives in Congress for opposing "the issuance of interest-bearing bonds and the encroachment of corporate power upon the rights of the people. 'Interest-bearing bonds" and "encroachment of corporate power" are prescribed formulas found in all good Populist platforms and belonging to the hieratic language of Populism. The same may be said of the initiative and referendum and proportional representation, large, larynxstretching terms, present in this platform and regarded as charms and amulets.

The Kansas Populists "favor the public ownership of all public utilities, and demand the public ownership and operation of all monopolies." Surely a good, wide swath of Socialism, that,

Corporate power is again prodded in this resolution:

"We demand the enactment of a freight-rate law giving to a court of ratiway commissioners, to be elected by the people, the power to fix rates and classifications of railways, and the further power to compel the railways to make full reports with refer

Here was a neglected opportunity to thump the Supreme Court of the United States for holding that a railroad corporation has a right to make a living and that rates prescribed must be reasonable.

Of course free and unlimited 16 to 1 and the issue of legal tender notes instead of interest-bearing bonds are recommended. The Republicans in Congress are rebuked "for the unanimity with which they have followed the dictation of foreign and domestic bondholders in voting against an income tax and the one-fourth of 1 per cent. on railroad corporations which are being enriched by Government contracts, and also their refusal to tax Wall street transactions."

The Kansas Populists have been used to getting from 7 to 10 per cent, and upward for the money which they lend, and they have no patience with the bloated bondholder, especially if he subscribes for twenty dollars' worth of the new 3 per cents. Wall street transactions are pretty stiffly taxed in one way or another by the War Revenue act, but why do the Kansas Populists complain? Wall street transactions are held to be infquitous by them Ought the Government to derive an income from the crimes of the money changers?

A resolution for the establishing of State stock yards was cut out, although stock yards may be regarded as "public utilities," and Populists call existing stock Insurance Commissioner, the gifted WEB

McNall, appeared in this resolution: "We demand that the State of Kansas shall prode insurance protection, both fire and life, as a State function, at cost."

The State Constitution was to be altered for this purpose. Unfortunately considerations of public utility and anti-monopoly yielded to fear of the fraternal insurance orders. The word "life" was struck out, and the words "lightning and tornado" were inserted in its place. In neglecting to add "hail, drought, and grasshoppers' the Populists missed a noble opportunity.

Prince Nicuolas of Montenegro is a comparatively obscure potentate, but big events have more than once had their origin in his little principality of the Black Mountain on the borders of the Adriatic. The last Russo-Turkish war was preceded by a severe struggle between the mountaineers and Turkey, from which ence universally recognized and its territory enlarged. The Turkish relics of the

under the Turkish yoke has been renewed, and by historic right it is begun by the old champions of Slavonic freedom.

The recent visit of Prince Nicholas to London was not much noticed in the press at the time, but If we may judge by the official statement concerning it published in the Montenegrin official organ, the Glas Czernagora, after the Prince's return, it seems likely to be fruitful in results. The Prince's visit is described as having been most successful. The support of England has been secured to the Servian cause, which is also favored by Russia, France and Italy. The only reference to Austria is found in the same paper in connection with the death of Mr. GLADSTONE, his famous 'hands off " warning to Austria being recalled by the Glas Czernagora,

The Hungarian press, which has never been friendly to Montenegro and has indulged for years in the idea of Hungarian supremacy in the Balkans, has taken offence at this uncovering of an old sore. The exchange of visits between Prince FERDI-NAND of Bulgaria and Prince Nicholas. and the visit of the former to King George of Greece, together with the lavish gift of rifles and ammunition by Russia to Montenegro, have combined to raise an alarm at Budapest. This alarm finds expression in a presumably inspired communication to one of the Hungarian papers, in which Montenegro and Bulgaria are warned to let the remaining Turkish possessions in Macedonia alone, and Prince Nicholas in particular is cautioned that his northern neighbor may find it necessary to call on him to keep his hands off also.

The support alleged to be given to Montenegro by the four powers above named imparts a serious aspect to every disturbance taking place in Macedonia and in the strip of territory lying between Servia and Montenegro. The visit of the Prince of Bulgaria to Athens is sufficient indication that the claims of Greece will not be overlooked when the time of distribution ar rives. The spheres assigned to the four minor States are ethnically and geographically well defined, but the difficulty for Montenegro is the occupation of Herzegovina by Austria, and the trouble of Servia is the occupation of Bosnia. This separation and partition of kindred peoples is the root evil in southeastern Europe, and there can be no permanent peace there until they are again united under their several National Governments, or brought under the direct control of one or two of the great powers on their borders

About the attitude of Germany there can hardly be any doubt. The division of Macedonia and Albania among the liberated nationalities of the Balkans with the consent of the other powers would end the advance of Austria and the extension of German influence toward Constantinople. It would mean the political resurrection of the long downtrodden Slav races, and the creation of a new force in European politics not in sympathy with the German aims in Turkey. Such a result, if it comes, may be traced to the German Emperor's support of Turkey at the time of the Armenian massacres and the later incidents in Thessalv and Crete.

Apparently the initiative in the new ovement has been assigned to the Servians; if such be the case, the statement of the Prince of Montenegro may be looked on as a kind of proclamation declaring the liberation of the Slavs still under the Turk. It is certain to be understood so by the peoples interested, and it will spread the spirit of active revolt all over Macedonia, with the consequent reopening of the whole Eastern question.

Although the project to annex Hawaii is not now in a form which puts the Hon. Cush-MAN K. DAVIS into the place of supremacy he has occupied before with relation to this enter prise, nevertheless his prestige as Chairman of the Committee on Foreign Relations imposupon him the duty of leading the campaign with unflagging and aggressive determination un called for by the usual habits of the Senate. He must struggle and push toward the common success without quarter to the obstructionists standing in the way. The ordinary amenities of Senatorial courtesy in time of peace in connection with indifferent measures must be foregone, and the business of Hawaiian annexation must be taken up vigorously and prosecuted with a stern and sleepless understanding of the imperative reasons for accomplishing it.

Signs of desire for peace are growing in Spain very rapidly. Peace with victory was never possible, and is not now expected; but peace with honor cannot well be hoped for if Spanish vindictiveness refuses to give to the Hobson party the soldier's benefit of exchange. The most that Gen. BLANCO or, to name the actual authority, the Queen Regent, can fairly exact from Honson, is the latter's parole to sink

no more Merrimacs.

to batter them down.

According to a Chicago despatch, an enormous combination of fish packing and caning companies is to be formed. The proposition of the sapient PETTIGREW to put a tax upon every article which becomes the subject of a trust was rejected by the Senate, but every truc-hearted anti-monopolist has his own way of getting even with these pernicious combine ons. He simply refuses to use their trustinfected products. As the trusts increase with the utmost rapidity, the position of the truehearted anti-monopolist becomes difficult. In the course of time he may be unable conscientiously to don clothes or est food, but he can always be consoled by the proud thought that he has kicked against the laws of business to the last, and never failed to look to the Legislature

The Hon, WILLIAM ALPRED PEFFER IS just as amiable and philanthropic as ever, and the ranks of the Drys contain no kinder soul. What I want to do," he says, "is to open the radiant skies above and let Goo's sunshine pour its welcome presence into the humblest cottage yards monopolies. An idea already put in all the land." A generous sentiment, but forth in miniature by the Silver Republican | scarcely germane to the season. If Mr. Peffen will put into his platform a resolution in favor of providing humble cottages with awnings. verandas, roof gardens, electric fans, and re frigerated air, he may carry the country with him. Undue radiance of the skies will not be in request before November.

> The Hon. J. R. Hogan, who has con sented to take the Populist nomination for Gov ernor of Georgia, an honor from which the bright now of the Hon. Tom Warson shrank petulantly away, has a gift for believing things, I believe," he says in his letter of acceptance, that the principles promulgated by the Popu list party are the principles originated and advocated by Thomas JEFFERSON." With such a faculty of digesting the impossible and cling ing to the incredible, Mr. Hogan must be able to believe anything, and Spanish yarns from Madrid, Cuba or Manila ought to seem to him the quintessence of truth.

The articles of corporation of the Duluth and New Orleans Railway Company have been filed with the Secretary of State of Iowa. They breathe a beautiful altruistic spirit, and ought o move remorse even in the rocky hearts corporation baiters. The company is not to charge more than two cents a mile for passenger transportation, and minimum freight rates are to be maintained. The capital stuck of \$300,000 is not assessable, and pays neither interest nor dividends maintain the territorial integrity of the forced to give up Manila, will make Iloilo the liberation of the Slave still remaining | Surely there can be nothing perilous in a cor-

poration that scorns interest and profits. The offices of the company will be at Nevada, Ia. and will be worth visiting. We hope that the Duluth and New Orleans Railroad, which be gins life in so unselfish a spirit, will in time come to see that, while it is on the right path, it has not gone far enough. It is benevolent to establish low rates and to refuse dividends, but hew much nobler it will be to pay the passon gers for riding on the road and the shippers of

freight for sending their favors. The Cripple Creek Times mentions as prominent candidates for the Silver Republican emination for Governor of Colorado the Hon-SIMON GUOGENHEIM, "the smelter man of Pueblo"; the Hon. Jup BRUSH, and Dr. BRASS. All worthy candidates and warranted sterling silver, but Dr. Buss has a rather unfortunate name for a leader of a 16 to 1 squadron.

Yesterday the Mayor and Councils' Com mittee of Philadelphia went through the barren ceremony of dedicating the Frankford bathhouse. We have already recorded its more im pressive dedication by Select Councilman J. EMORY BYRAM who, on Saturday, leaped into the swimming pool, and swam across it in "a full dress suit," He had as embled his friends in the bathhouse, and addressed them in a powerful speech. He was not jumping and swimming for nothing. He was "launching his boom" as well as bimself. "In 1899," he said, "it will rest with the people, as my name has been mentioned, to give me promotion and place in my hands the honor of serving their interests as Mayor," His platform will be his record and the "full dress suit" as a bathing costume. The Hon, J. EMORY BYRAM is no con

## NICARAGUA CANAL.

The Bill to Aid in Its Countraction to Reported

in the Senate. WASHINGTON, June 20,-Senator Morgan Chairman of the Select Committee on the Nicaragua Canal, to-day reported to the Senate from that committee a substitute for his bill amending the act of 1889 incorporating the Maritime Canal Company of Nicaragua. It provides that all the stock outstanding is to be called in and cancelled, except that held by the Governments of Nicaragua and Costa Rica, and 11,000,000 new shares, of a par value of \$100, be issued. Seven hundred thousand of these shares are to be turned over to the Govern ment, and in return therefor the Government is to issue and guarantee the principal and interest on bonds to an amount not exceeding \$100,000,000, bearing interest at 3 per cent The Government is to have a first lien on all the property and a concession of the 700,000 shares of the new stock, and \$4,500,000 of the guaranteed bonds are to be used to liquidate the existing cash liabilities, contract obligations for the cancellation of stock and bonds outstanding, and for the reimbursement of the company for expenditures already incurred. The canalist to be constructed under the supervision of United States Army engineers, and the bonds are to be issued by the Treasury Department and disposed of at not less than par in payment for the work only as it progresses. The cost is limited to \$115,000,000, and the work is to be completed within six years.

Provision is made for the appointment of directors by the President of the United States, and for the creation of a sinking fund to eventually cancel the liability of the Government. The neutrality of the canal is guaranteed to all nations, with the exception that the right is reserved to protect it against all interruptions and at all times as a necessary connection between the eastern and western coasts of the United States.

According to the sworn statement of President The Government is to have a first lien on all the

the United States.

According to the sworn statement of President Hitchcock, the expenditures of the canacompany since undertaking the enterprise up of June 4 were: For preliminary expenditure incident to procurement of concessious, \$280,000.

incident to procurement of concessions, \$280,000; for surveys, plant, construction, navigation rights, and lands, \$4,237,736; for administration and care of property, \$268,692; cash obligations, estimated, \$300,000; total, \$5,136,428. The bond and stock obligations were: Hond obligations for work done, \$6,855,000, less bonds taken in liquidation, \$518,000; net bond obligations, \$6,336,500; stock sold, \$1,014,500; stock paid for concessions, \$12,000,000; stock issued to Nicaragus, \$6,000,000; stock paid for work, \$2,957,000; total stock obligations, \$23,471,500.

## COLER AND WHALEN.

Comment on a Pending Law Case.

TO THE EDITOR OF THE SUN-Sir: The difficulty which has arisen between Comptroller Coler and Mr. Whalen, the Corporation Counsel, concerning the claim of the Westcheste Water Company against the city of New York, which is to be determined in court this week brings into prominence, quite opportunely, a matter that has been awaiting settlement fo some time. It is this: Is the Corporation Counsel, the law officer of the city, an advisory or executive officer? Are his functions exercised subject to the wishes of his client, the city of New York, or is he a public official superior to his client, represented in the disputed water case by the Comptroller, the city's financial officer? The charter says:

"The Corporation Counsel shall have charge and conduct of all the law business of the corporation and its departments and boards, and of all law bustness in which the city of New York is interested." Comptroller Coler refused, as the city's finan-

cial representative, to audit a certain bill cial representative, to audit a certain bill brought against the city, and thereupon the Westchester Water Company took proceedings to collect, and Corporation Counsel Whalen confessed judgment as the city's legal officer. Mr. Coler refuses to pay, and he says, quite reasonably. I think, that if the determination of the several departments can be set aside and disregarded by the Corporation Counsel, the latter becomes in fact an executive officer, and trestly, the only executive officer, a sort of despotic ocurt of last resort. For a number of years this has been a disputed point, and there has been no practical settlement of it, though there seems to be one likely now in the determination of this case. Usually it has happened that the Corporation Counsel and the Comptroller were in accord, but such does not appear to be the case now, and a judicial definition of the Corporation Counsel is therefore probable.

It seems to methat the nowers of an agent can never be broader or greater than those of the principal. If a private individual was sued by a water company and he engaged a lawyer to defend him, alleging that he did not owe the amount, and the lawyer, under the retainer of the defendant, proceeded to confess judgment for it, I am strongly of the opinion that the view which the courts would take of his action would not be favorable, and his proceedings would be regarded as unprofessional as well as unwarrantable. Wherein, if at all, the Corporation Counsel, who has the city for his client, differs from an attorney who has a private individual for his client, remains a question for official determination, but the fact is to be considered that there are many thousands of persons in each year having business with the city of New York and dependent upon the Comptroler's office for paybrought against the city, and thereupon the

tion, but the fact is to be considered that there are many thousands of persons in each year having business with the city of New York and dependent upon the Comptroller's office for payment. If Comptroller Coler is correct in his view of the case, as quoted, those persons who have claims difficult to enforce will not be barred from their recovery by the refusal of the Couptroller to pay, whereas if Mr. Whalen is correct if might serve the interests of all claimants to accept the Corporation Counsel rather ants to accept the Corporation Counsel, than the Comptroiler, as the city's real di New York, June 20.

# Fay's Life-Saving Claim Contested.

To the Editor of The Sun-Sir: On Monday, June 13, I had the pleasure of saving the life of a fellow man who was drowning in the river in front of the New York Central elevator, foot of West Sixty-first street. Credit for the rescue was given in your Issue street. Credit for the rescue was given in your issue of June 14 to Reginald Fay. I have waited for Fay to have the error corrected, but as he has not done so I would ask you to give the correction space in your columns. The rescue was witnessed by Fay and many others, including officers and crew of the tugboat C. B. Depew, on which hoat Fay happened to be, and tug No. 17, belonging to the same company, and hy employes of the New York Central at Scattch street. Affiliatils to the correctness of the statement will be furnished if desired.

New York, June 20.

## To Fine Poisonous Plants.

TO THE EDITOR OF THE SUS-Sir: In your issue of to-day a very timely article appears on "Our Poison ous Plants." Why not impose a war lax or fine on every owner of land permitting, knowingly, any such wild or cultivated plants or struks to grow? A very small penalty would soon rid the country of auch risks to life. Intestate is overron with many such poleonous shruts. A fine would yield a great revenue. Very truly yours.

Chaspond, N. J., June 19.

Naval Problems. TO THE EDITOR OF THE SUN-Sir : I send you a little

problem that is easily solved: Deivey ... Dewey won (one). Sampson ought to. Schiey ought to, too. FERRACUL, June 29.

THE ALLIANCE OF THE REGLISH-

The Philosophical View of an Irishman

To THE EDITOR OF THE SUN-Sir; If there as been anything proved by the discussion of the proposed Angle-American alliance, it is that Anglo-Saxon is an incorrect designation apply to the present generation of the Englishspeaking people; but it ought not be a sufficient reason why a political understanding should not be reached by a change of name more accurately descriptive of the different political forces such an alliance would bring together. Call it an American, Great Britain and Ireland alliance and there would be removed all cause for joalousy among the conglomeration of races, with their different religious beliefs, now constituting the people who speak the English language. It would have the effect of quieting the fears of the Celtic people who demur to an olliance miscalled Anglo-Saxon.

A good many of us who take pride in the

Aryan origin of our race, that race which mi-

grated from India to Ireland and built the

prehistoric round towers of Iroland, besides

teaching the inhabitants of northern Europe, the Anglo-Saxons possibly included, how to give

expression to their thoughts in intelligible

language, may not wish to be the victims of

Anglo-Saxoniam. Seriously, as very few persons in this country are likely to be influenced by the antiquarian editor of a St. Louis newspaper and fewer still believe that he had the slightest foundation for his assumption of Anglo-Saxon superiority, the Celtic people, are no way afraid to enter most cordially into an alliano with all the people having a common language, but it must be an alliance suitable to the interests of the different races involved in it. Notwithstanding all fanciful arguments to the contrary, the Celtic peopla, especially Irish Celts, will maintain that they have done more than their share to build up the civilization and prosperity of this country. They have also done more to liberalize England than the English, Your correspondent, "American," asks, What has Irishand to do with the Anglo-American alliance? I reland and the Irish have everything to do with it. So long as Ireland; is dissatisfied England is in danger both at home and abroad. In this instance the true friends to an American British alliance are those who admit the political obstacles to success and are prepared to overcome them by aiding in their solution.

The late Cardinal Newman years ago pointed to Ireland as likely to be a bond of union between England and the United States. Strange as it appears, the British-American alliance is the outcome of the Irish Land League of political ripeness. It can be only a very little time until it is settled. Irishmen are fully convinced that Irishand is too small to be an independent nation and too sensible not to perceive that the happiness and prosperity of her people will in all ways be greater the nearer she approaches America. Irieland may be surely called the everfaithful friend to the United States. Since the days when Burke and Grattan were eloquent in defence of the rights of the colonists of America Ireland has never faltered in her friendship. When the cloud of civil war overshadowed this country Ireland gave her sympathy and Irishmen their blood. Ireland can rely with confidence on the friendship of the Americans. When the alliance takes place Irish interests will be looked after in a friendly spirit.

Brooklyn, June 17. but it must be an alliance suitable to the inter ests of the different races involved in it. Not-JOSEPH B. WALSH BROOKLYN, June 17.

# CAR TOLLS ON THE BRIDGE.

Bridge Commissioner Shen Wants to Have Them Increased Considerably.

Bridge Commissioner John L. Shea expects o have a conference soon with President 17hlmann of the Brooklyn Elevated Railroad with a view to a rearrangement of the tells which the road is to pay for the privilege of operating its cars on the bridge. In accordance with the contract entered into with the old Board of Frustees the road pays only 121/2 cents for each car. Mr. Shea regards this toll as too low and he means to demand an addition of 216 cents a car and also have the railroad company supply the power and man its own trains while cross ing the structure. Mr. Shea said last night that the negotiations with the railroad company were still pending, but that he expected the controversy would soon be settled satisfactorily

controversy would soon be settled satisfacterily. He declared that he would not be satisfied with any arrangement which did not give a financial surplus to the city. The tolls at present, he said, would cause a large deficit.

The elevated road managers are well pleased with the traffic on the bridge since the opening on Saturday. So far the Fifth avenue line is the only one which has been operated, but on the Brooklyn side the passengers can be transferred to the other lines. At 3 P. M. yeaterday the headway was reduced from ten to six minutes, and when the Lexington avenue and Myrtle avenue lines are running a train will cross the bridge every three minutes. Mr. Uhimann estimates that on the single line 13,000 passengers were carried on Saturday and a like number yesterday.

TOMBSTONE HORSE BLOCK STOLEN A Unique Penture of Matthew Mergan's Sum-

Babylon, L. I., June 20 .- Matthew Morgan New York banker, who is occupying the old Carli homestead here, is greatly exercised ever the theft of a tombstone, which served as a

horse block in front of his summer home. The stone formerly occupied a site in the village cemetery, where it marked the grave of Henry Higbie, a cousin of State Senator Richard Higbie, A runaway team knocked the stone lown and broke it in two pieces. Then it was down and broke it in two pieces. Then it was sold to the Livingston family, the owners of the Carll estate, who converted it into a very unique horse block. The side bearing the inscription was turned toward the ground, and the stone was firmly imbedded. Yesterday the stone was missing and no trace of it has been found. The owners of the property and the lessees have offered a large reward for its return or for evidence that will lead to the arrest and conviction of the guilty parties.

OUR DIFFERENCES WITH CANADA. reat Britain Approves the Protecol Beforring

Them to a Joint Tribunal. WASHINGTON, June 20.-Sir Julian Paunce ote, the British Ambassador, was notified today by his Government of its approval of the erms of the protocol for the reference of all questions at issue between the United States and Great Britain to a joint tribunal or commission for adjustment. To-morrow Sir Julian and Secretary Day will sign the protocol at the State Department. The matters at issue relate entirely to Canada and the United States.

A Conservative Business Opinion of Hawait.

emerican Correspondence of the Landon Economist The battle now being fought on the question of the annexation of the Hawatian Islands Ignores the fact that the Hawalian Islands are nearer to our coast than was California at the time of its acquisition, and it is fairly safe to add that the result of the con flict over the question of annexation will ultimately be that the Hawalian Islands will become a part of the United States. When that time arrives the infuence of their sequisition will be a marked one, as far as our foreign trade is concerned. With the Philippines under the American flag at the opposite side of the world, the landwich Islands and, possibly, the Carolines ours, we will have fairly bridged the Pacific, and undoubtedly a cable will follow. When one recalls that America's trade with Chin

is second only to that of Great Britain and exceeds that of Germany, which is making so great an effort to figure prominently in the partition of the Chinese Empire, our having tridged the Pacific and placed the American flag on the Hawaiian and Philippine islands will naturally tend to give the United States a much more important nosition among the nations of the earth inau she has thus far been accorded. That such a day is not far off seems be jond question; that we will, us a nation, take more than a passive interest in what the family of nations is doing seems to be manifest destiny.

New Political Issues for the American Nation From the Galveston Daily News.

The time has passed when sectional sentiment can ominate politics. With Southern and Northern dominate politics. With Southern and Northern troops lighting side by side, the time no longer exists when a Northerner feels that he must vote a Repub en ticket because a "solid Souta" is bemorratio and the time is passing when a Southerner feels that he must vote the Democratic tick the ause his father was a Confederate veteran. The "Southern Brigadiers" are in the saddle again, but they are figuting for a united country; and the "Yankees" are flock-ing to the South alain, but on an errand which commends them to the love and loayers and tears of the outhern propie. Why raunot the political leaders carn? Why cannot inc) see that the country has already entered upon a new era, and that the people are welcoming the change? It is not too much to bope that by 1900 the old vexations questions of the past will be left behind, that old parties will be renovated and purified, and that men identified with live

POST-GRADUATE ROSPITAL SUEDS.

Committee of the State Board of Charttee Looks Into Certain Charges. The special committee of the State Board of

Charities appointed to investigate the charges of mismanagement in the affairs of the Post-Graduate Medical School and Hospital held a meeting yesterday in the United Charities building, at Fourth avenue and Twenty-second street, Charges of mismanagement were originally made by Dr. Charles B. Kelsey, who was a director of the hospital and professor of surger; in the medical school. The charges were that \$85,000 of endowment funds had been used to

pay the current expenses of the hospital and also that the directors were overcharging the city in the matter of free patients.

The investigating committee that met yesterday consisted or Tunis G. Bergen, Chairmang Dr. Stephen Smith, and John Vinton Dahigren. Dr. Keissy, Dr. Bache McE. Emmet, the Treasurer of the Post-Gradunts Hospital; the book-keeper, and several clerks of the hospital appeared before the committee. Dr. D. B. St. John Hoosa, the President of the hospital, was next summoned. After the session Mr. Bergen said to a SUN reporter:

summoned. After the seasion Mr. Bergen said to a Sun reporter:
"Our business to-day was preliminary. The committee wanted to become acquainted with the facts before beginning the work of investigation and summoned those interested in order to question them. We had no idea of taking any testimony to-day. When the investigation does begin the public will be welcome to what it brings out. It is possible that there will be no investigation. We will report to the State Board of Charities at once what we learned to-day and will await instructions."

Dr. Kelsey told a Sun reporter that he was in no way responsible for the investigation. He had made no charges to the State Board of Charities, he said.

ORR'S LETTER REACHES MR. GOULD. But the Rapid Transit President Becom's Hz-

plain Why It Was Delayed. President George Gould of the Manhattan Elevated Railroad received at noon yesterday the letter President Orr wrote to him on June 9. This letter had been printed in the newspapers. but had failed to reach Mr. Gould. Last Saturday Mr. Gould wrote to Mr. Orr asking him why he had not received the letter of June 9, and received a reply from Mr. Orr to the effect that no letter had been mailed to him on June 9, bus that one had been sent on June 16. "This communication was delivered at your office by a special messenger on Saturday, the 18th instabletore 12:30 o'clock," concluded Mr. Orr. "As your letter of Saturday is postmarked '12 o'clock and must, therefore, have been dictated and mailed considerably before that hour, it is quite evident that my letter, dated the 18th inst., was not in your banks when you wrote."

This statement of Mr. Orr aroused the ire of all the officials of the Manhattan road, as they declare that no official communication was received by them on Saturday afternoon. Mr. Gould signed the letter at Delmonico's between 9 and 10 o'clock on Saturday night, and mailed it immediately. The Post Office authorities declare that there is no such postmark as "12 o'clock," but that the mark shows whether the letter was posted at noon or midnight. Mr. Gould says that the letter was postmarked so to show that it was mailed at midnight instead of at noon, as Mr. Orr intimated in his letter. munication was delivered at your office by a

GIFT TO MISS BRADLEY. The W. C. T. U. Presents Her with a Silver

Water Service. FRANKFORT, Ky., June 20 .- The Woman's Christian Temperance Union this afternoon presented to Miss Christian Bradley a handson silver water service in recognition of her stand in naming the battleship Rentucky with water, The presentation ceremonies took place at the Executive Mansion at 3 o'clock. Mrs. Francis Beauchamp, President of the Kentucky W. O. T. U., made the introductory remarks and in-

T. U., made the introductory remarks and introduced Col. George W. Baine, the lecturer, who delivered an address on Miss Bradley's stand. Miss Bradley responded:

"I sincerely thank the Womans' Christian Temperance Union for this testimonial. The spirit which inspired your action is of far greater value than the handsome gift. The cause in which you are enlisted makes it the cause of humanity, and, being so, carries with it the blessings of God. If my action in christening the Kentucky should stay in the slightest degree the march of alcohol, or if it should be egree the march of alcohol, or if it should be strumental in saving the life of one of our brave soldiers or prevent one tear from cours-ing down the cheek of wife, sister, or mother, I am more than repaid."

Among those present were Miss Mirlam Cros-by, daughter of retired Rear Admiral Crosby of Washington.

NO SMOKING CARS ON THE BRIDGE

for Who Want to Smoke Must Take Trains on the Other Side of the River None of those Brooklyn elevated trains which cross the bridge has a smoking car attached. This is the result of an order of the bridge authorities that there shall be no smok-

ing in cars while they are on the bridge. The elevated road authorities found it easier to run only smokerless trains over the bridge than to attempt to stop men in smokers from smoking while trains were crossing the river. The guards ad lots of trouble ves absence of smoking cars to men who got on the trains on this side of the river.

The same orders were issued to the trolley car companies when they began running cars over the bridge. The conductors tried for a few days to stop passengers in roar scats from smoking while the cars were on the bridge, but they found it very troublesome and they met with little success. It is said that smokers on trolley cars now smoke unmolested. The elevated road passengers are aware or this and it is said the officials of the road and the bridge authorities may come to said and the bridge authorities may come to said. les may come to some agreement so that trains with smoking cars attached may be allowed to

FARMERS BUY MACHINERY.

An Unprecedented Year for Respers and Other HARRISBURG, Pa., June 20.-Manufacturers

of farming machinery here are doing a tremen-dous business. Orders for thousands of machines are said to have already been placed, and the companies, although running night and day to their fullest capacity, have been unable to keep up with the demand. The business in reapers, mowers and rakes is said to be fully 40 per cent, above last year's demands and much greater than in any previous year. The reason for the unprecedented demand is said to be due to the high price at which wheat has been sold by the farmers and their general pros-

perity.

The distributing of these machines has been made gala events in several towns, and has been accombanish by speeches at the adjoinnent of the machines to the buyers after exhibition. Agents of several large manufacturing firms, which have made this a distributing point, say the business is way ahead of last year. Several carloads of machinery are shipped daily.

CHARGED WITH VAGRANCY. The Son of the Late "Brick" Pomercy in Police

Court to Washington.

WASHINGTON, June 20.—Charles N. Pomeroy. son of the late "Brick" Pomerov, once Congressman from Iowa, was charged in the police court here to-day with vagrancy. Pomeroy is about 30 years old and an eccentric genius. He can recite Milton's "Paradise Lost" and other classics without a single error, and considers classics without a single error, and considers himself something of a poet. He has been living in poverty here for several years, having lost a situation some time ago in the Census Office. He family, consisting of a mother and sister, are now in Connecticut, but outside of occasional small remittances refuses to have anything to do with him. It was said in court to-day that he lived in poverty and had no visible means of support. It reply he said he received a dollar from his mother last week and this had lasted him.

I see no reason why he should not be allowed to live on a dollar n week if he wants to," remarked the Juege, as he directed his release, and young Pometry left the courtroom balancing a one-pound package of sugar in his hand.

Advertisements on Postal Cards. On and after July 1 private mailing cards bearing written or printed messages, advertisements or illustrations may be sent through toe domestic mails at the postage rate of 1 cent each, payable in stamps affixed by the sender. For private mailing cards sent to foreign countries the letter rate of 2 cents will by required. Postmanter Van Cott has been notified by the Post Office Department at Washington of the following regulations governing the use of these carries:

follow n. regulations governing the use of these cards:

Oaly the superscription, which may include the occupation or business of the person addressed, will be allowable on the face of the cards. The cards must not exceed the post inches in cimensions and in quality must be substantially the same as the favorament postal cards. Upon the a idrensed side the words of the cards. Upon the a idrensed side the words of the cards. Upon the a idrensed side the words of the cards tiped the substantially early authorized by act of Congress of May 18, 18.29," must be printed; in the upper finis hand corner there should be an oblong diogram with the words "Place a one-cant stamp here," and in the lower left band corner the words "Place a one-cant stamp here," and in the lower left band corner the words "Place as one-can stamp here," in color the cards may be waite, cream, light gray or light buff.